strengthen the friendly bonds that exist between India and Oman. Through them, we convey our greetings and best wishes to the Parliament and the friendly people of Oman.

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Buffer Stock of Petroleum Products

*365. SHRI RAJKUMAR DHOOT: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether Government is aware that China has been importing a huge quantity of petroleum products for the last few months to create buffer stock;

(b) whether his Ministry has also created a buffer stock of petroleum products;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI JITIN PRASADA): (a) to (d) A Statement is laid on the Table of the House.

Statement

(a) Government is aware that China is one of the countries, which maintain strategic petroleum reserves. However, authentic data on China's build up of buffer stocks of petroleum products are not available as China does not officially release data related to its oil stocks in the public domain.

(b) to (d) Though the Government has not created a buffer stock of petroleum products, the Public Sector Oil Marketing Companies hold inventories of petroleum products in their refineries, bottling plants, marketing terminals etc., which are sufficient to cater to the domestic demand of petroleum products.

The Government is, however, setting up a Strategic Crude Oil Reserve of 5 Million Metric Tonnes (MMT) capacity at 3 locations; *viz.* Visakhapatnam (1.0 MMT), Mangalore (1.5 MMT) and Padur (2.5 MMT) through the Indian Strategic Petroleum Reserves Limited (ISPRL), a 100% subsidiary of the Oil Industry Development Board (OIDB). The capacity at Visakhapatnam is proposed to be enhanced from 1 MMT to 1.3 MMT. This strategic storage of crude oil would be in addition to the existing storages of crude oil and petroleum products available with the oil companies. Crude oil from the reserves will enable the country to deal with any short-term disruption in crude oil supplies due to any unforeseen global event like war etc., an abnormal increase in crude oil prices, or to deal with a contingency arising out of a natural calamity. The construction of the project is targeted to be completed by 2012.

श्री रवि शंकर प्रसाद : सभापति महोदय, राज्य मंत्री बहुत सक्षम हैं, लेकिन मेरा आपसे विनम्र आग्रह है कि पेट्रोलियम के संबंध में कभी-कभार केन्द्रीय मंत्री जी भी जवाब दिया करें।...(व्यवधान)

MR. CHAIRMAN: Let us go ahead with the supplementary question.

SHRI RAJKUMAR DHOOT: Sir, has India entered into any contracts with foreign countries for assured and firm supplies of petroleum products during possible or future war so that operations of defence forces are not hampered during the war? If not, the reasons therefor.

SHRI JITIN PRASADA: Mr. Chairman, Sir, as far as entering into contracts with specific countries in situations like war, there is no such provision as of now. But, there are enough reserves within the country for certain contingencies which could be war, natural calamities, sudden escalation in prices of crude oil, etc. In those circumstances, there are enough reserves and the Government has taken a decision to build strategic reserves and we have a Special Purpose Vehicle, by the name Indian Strategic Petroleum Reserves Limited, which is involved in building storage capacities specifically in Vishakhapatnam, Mangalore and Padur. About five million metric tonnes of strategic crude oil will be met through this.

SHRI RAJKUMAR DHOOT: Sir, my second supplementary is that there were some fire incidents in Jaipur and other cities destroying huge stocks of petroleum products. I would like to know the quantity and value of products lost in these incidents and the extent of damage caused to the installations. What steps have been taken to make up the loss and also to prevent the recurrence of such incidents?

SHRI MURLI DEORA: Sir, the hon. Member is right.

श्री रवि शंकर प्रसाद : आपका बहुत-बहुत शुक्रिया।

श्री मुरली देवरा : आप जब सवाल पूछेंगे तो जवाब बता देंगे।

श्री रवि शंकर प्रसाद : मंत्री जी, हम आपकी आवाज सुनने के लिए बेताब थे।

SHRI MURLI DEORA: Sir, recently in Jaipur, there was an incident fire in which Indian Oil Corporation's tanks were burnt. It was very difficult task for the people. We had...*(Interruptions)*... You made me really nervous, I accept this. ...*(Interruptions)*... Nearly 150 crore of rupees worth of material was burnt and about 70 to 80 crore of rupees will be spent to reconstruct that thing. The steps are being taken to see how best we can prevent such incidents of fire. ...*(Interruptions)*...

SHRI TAPAN KUMAR SEN: Four of your employees died. ...*(Interruptions)*... मंत्री जी, यह भी तो बोलिए

DR. T. SUBBARAMI REDDY: Sir, the hon. Minister in his reply has stated that the Government is not creating a buffer stock of petroleum products, but the public sector oil marketing companies are creating the buffer stocks of the petroleum products. At the same, it is mentioned in the reply that the Government is, however, setting up a strategic crude oil reserve of 5 million metric tonnes in three places, namely, Visakhapatnam, Mangalore and Padur. I would like to know in Visakhapatnam under what name they are creating this capacity. You have also said that it will be increased from 1 MMT to 1.3 MMT and it will be completed by

2012 positively. I would like to know what is the total capacity the Government is going to create and whether it is being done by the IOC or HPCL or whether the Government is directly doing it. What is the cost that will be incurred on increasing this from 1 MMT to 1.3 MMT?

SHRI MURLI DEORA: Sir, the name of the company is Indian Strategic Petroleum Reserve Limited. It is owned by all the three oil companies, namely, Indian Oil Corporation, Hindustan Petroleum and one more.

SHRI MANOHAR JOSHI: Sir, I would like to know from the hon. Minister about this buffer stock of crude oil. The idea itself of storage is very good keeping in view the future requirements. But I would like to know from him whether we have any special arrangements of storage of these articles and whether it is possible to have the proper arrangements and whether we have so far done it. If so, to what extent can we have this storage?

SHRI JITIN PRASAD: Sir, as far as storage is concerned, these are underground *caverns*, which are specifically meant for storing of crude oil in case of emergency, as I just mentioned earlier. But on the other hand, there are two aspects to it, one is the crude oil storage and the other is the products such as petrol, diesel, kerosene, etc. which also need to be stored in case of emergencies and those are stored in oil depots, refineries, bottling plants, etc. So, there are two kinds of storages. This one is especially a strategic reserve, which is specifically made for those calamities such as natural calamities, war, or escalation in prices. At the moment, I must inform the House that the international norm is 90 days of import of crude oil storage capacity. This is the storage capacity which one country should have. In India at the moment, without these reserves in place and without these *caverns* in place, we still have 74 days worth of import of crude oil as storage capacity for meeting the requirements of this country.

श्री सत्यव्रत चतुर्वेदी : सभापति महोदय, मैं आपके माध्यम से माननीय मंत्री जी से निवेदन करना चाहता हूं कि आपने 5 मिलियन मीट्रिक टन का रिज़र्व बनाने की सूचना इस सदन को दी है। मैं जानना चाहता हूं कि क्या आपने इस बात का assessment किया है कि देश में सेना, सुरक्षा बलों, उद्योगों, परिवहन और निजी जनता के उपयोग में प्रति माह कितने पेट्रोल का इस्तेमाल होता है, खपत होती है और आने वाले वर्षों में यह खपत कितनी और बढ़ेगी तथा इस आधार पर आपका जो 5 मिलियन मीट्रिक टन का strategic reserve है, आपत्ति काल की स्थिति में आपके पास कितने दिनों का रिज़र्व मौजूद होगा, कितने दिनों तक आप इस रिज़र्व से अपने देश का काम चला सकेंगे, क्या इस बात का कोई assessment किया गया है, यदि हां, तो कृपा करके बताने का कष्ट करें।

श्री जितिन प्रसाद : सभापति जी, जहां तक consumption का सवाल है, भारत में 2009- 2010 में 140 मिलियन मीट्रिक टन तेल का consumption हुआ और जहां तक इस strategic reserve का सवाल है, मैंने पहले भी बताया कि इंटरनेशनल एजेंसीज़ द्वारा जो मानक रखा गया है, उसमें यही कहा गया है कि आपके पास 90 दिनों के स्टोरेज का प्रावधान होना चाहिए। भारत के पास आज की तारीख में 74 दिनों के स्टोरेज की कैपेसिटी है और जो रिज़र्व बनेंगे - 3.3 मिलियन मीट्रिक टन स्टोरेज की कैपेसिटी हमारी ऑयल मार्केटिंग कंपनियों और रिफाइनरीज़ के पास है तथा भारत सरकार, ISPRL के द्वारा 5 मिलियन मीट्रिक टन के रिज़र्व बना रही है, इन दोनों को मिलाकर 8.3 मिलियन मीट्रिक टन की स्टोरेज कैपेसिटी हमारे पास हो जाएगी, जो

2011-2012 में 78 दिनों के रिज़र्व के बराबर हो जाएगा। अब 90 दिनों के लक्ष्य तक पहुंचने का जो गैप बाकी है, उसकी तरफ बढ़ा जा रहा है और पूरी कोशिश की जा रही है कि जो 90 दिनों का इंटरनेशनल स्टैंडर्ड है, चाहे वह डिफेंस का हो, चाहे public consumption का हो, सभी के लिए यही मानक है और उसको जल्दी से जल्दी प्राप्त किया जाए।

MR. CHAIRMAN: One question only please. Please do not interrupt.

श्री सत्यव्रत चतुर्वेदी : सभापति जी, मेरा प्रश्न यह था कि क्या इस बात का कोई assessment आपने करवाया है, इसके पहले कोई जांच या पड़ताल आपने करवाई है और उसके क्या परिणाम आए हैं और उस आधार पर आप कितने दिनों तक चला सकेंगे? इस प्रश्न का जवाब नहीं आया है कि कोई जांच-पड़ताल हुई है या नहीं, हुई है, तो उसकी रिपोर्ट क्या है?

श्री जितिन प्रसाद : सभापति जी, जहां तक जांच-पड़ताल का सवाल है, इसके लिए इंटरनेशनल नॉर्म्स हैं कि आपको 90 दिनों का रिज़र्व रखना है, वरना त्रासदी तो कभी भी हो सकती है मगर इंटरनेशनल नॉर्म्स का ध्यान रखते हुए हम 90 दिनों के रिज़र्व का इंतज़ाम कर रहे हैं।

Transfer of Alliance Airlines Airhostesses to I.A.

*366. SHRI BHARATKUMAR RAUT: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that 35 Delhi based airhostesses working for Alliance Airlines earlier have now been working on Indian Airlines (I.A.) flights on regular basis;

(b) whether the Alliance Airlines have received a demand from the cabin crew to transfer their services to National Aviation Company of India Limited (NACIL); and

(c) What action Government proposes to take in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes, Sir, Alliance Airlines' Boeing aircraft were converted to freighters, hence the 45 in number Cabin Crew working on these aircraft were redeployed in order not a terminate their services.

(b) and (c) The matter is part of the integration process and under consideration of the Airline.

MR. BHARATKUMAR RAUT: Hon. Chairman, Sir, I am really surprised by the answer that has been given by the hon. Minister. On the one hand, the Government and the Chairman of NACIL keep saying that one reason for NACIL going in red is because it is over-employed. On the other hand, you are transferring the services of something else to this Airline. Fine, you are into good labour practice. Once you have transferred their services to Indian Airlines from Alliance Airlines, then, is it not the duty of NACIL and the Government to ensure that their allowances and the service conditions remain the same on par with the Indian Airlines? They work the same way. They try the same way but their allowances are different. How does the Government explain this?